

This is NOT official notification, just a heads-up for your planning, more specific times will be forwarded as the visit approaches.

This is what you can likely expect during the VIP visit to the Tahoe Summit, August 31, 2016.

There are normally two Temporary Flight Restrictions (TFRs), an inner 12 NM TFR for mission critical assets only and an outer 30 NM TFR which requires strict adherence to Air Traffic Control operating parameters.

The TFRs surround the VIP and subsequent movement. While the VIP is arriving/departing, expect a complete ramp freeze until he has departed the area.

Normal 12 NM TFR operating restrictions:

A. All aircraft operations within the 12 NMR area(s) listed above, known as the inner core(s), are prohibited except for: Approved law enforcement, military aircraft directly supporting the United States Secret Service (USSS) and the office of the President of the United States, approved air ambulance flights, and regularly scheduled commercial passenger and all-cargo carriers operating under one of the following TSA-Approved standard security programs/procedures: aircraft operator standard security program (AOSSP), full all-cargo aircraft operator standard security program (FACAOSSP), model security program (MSP), twelve five standard security program (TFSSP) all cargo, or all-cargo international security procedure (ACISP) and are arriving into and/or departing from 14 cfr part 139 airports. All emergency/life saving flight (medical/law enforcement/firefighting) operations must coordinate with ATC prior to their departure at 916-366-4019 to avoid potential delays.

Normal 30 NM TFR operating restrictions:

B. For operations within the airspace between the 12 nmr and 30 nmr area(s) listed above, known as the outer ring(s): All aircraft operating within the outer ring(s) listed above are limited to aircraft arriving or departing local airfields, and workload permitting, ATC may authorize transit operations. Aircraft may not loiter. All aircraft must be on an active IFR or VFR flight plan with a discrete code assigned by an air traffic control (ATC) facility. Aircraft must be squawking the discrete code prior to departure and at all times while in the TFR and must remain in two-way radio communications with ATC.

Additional restrictions are:

C. The following operations are not authorized within this TFR: flight training, practice instrument approaches, aerobatic flight, glider operations, seaplane operations, parachute operations, ultralight, hang gliding, balloon operations, agriculture/crop dusting, animal population control flight operations, banner towing operations, sightseeing operations, maintenance test flights, model aircraft operations, model rocketry, unmanned aircraft systems (UAS), and utility and pipeline survey operations.

We anticipate TRK, RNO, RTS, CXP, MEV, Spanish Springs Airport and Dayton Valley Airports will all be affected.

Although not firm, these are the TFRs we anticipate to be put into effect.



We will have more definitive guidance within a week or so, this email is for your pre-planning only.